

<b>BOAT</b> Name <b>Be First</b> Sail Nr <b>CRO 725</b>	<b>GPH</b> <b>628.9</b>	<b>HULL</b> Length Overall <b>10.660m</b> Maximum Beam <b>3.636m</b> Displacement <b>5,557kg</b> Draft <b>2.197m</b> Plan Review IMS Reg. Division <b>Cruiser/Racer</b> Dynamic Allowance <b>0.196%</b> Hull Construction <b>Solid</b> Carbon Rudder <b>No</b> Crew Arm Extension IMSL <b>9.682m</b> VCGD <b>0.197m</b> Sink <b>19.24kg/mm</b> RL <b>8.093m</b> VCGM <b>0.200m</b> WS <b>26.01m<sup>2</sup></b> LSM0 <b>9.518m</b> Displacement/Length ratio <b>6.4447</b>
<b>GENERAL</b> Class <b>First 35</b> Designer <b>Farr</b> Builder <b>Beneteau</b> Series <b>05/2009</b> Age <b>03/2011</b> Age Allowance <b>0.357%</b> Offset File <b>F242.OFF - 11/11/2015 17:38:56</b> Measurement by - <b>07/11/2013</b>		



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SCORING OPTIONS						
	COASTAL / LONG DISTANCE			WINDWARD / LEEWARD		
Time on Distance	<b>611.4</b>			<b>683.8</b>		
Time on Time	<b>0.9814</b>			<b>0.9871</b>		
Triple Number	Low	Medium	High	Low	Medium	High
Time on Distance	<b>718.4</b>	<b>556.7</b>	<b>502.5</b>	<b>926.8</b>	<b>684.9</b>	<b>602.5</b>
Time on Time	<b>0.9396</b>	<b>1.2125</b>	<b>1.3432</b>	<b>0.7283</b>	<b>0.9856</b>	<b>1.1204</b>

TIME ALLOWANCES							
Wind Velocity	6 kt	8 kt	10 kt	12 kt	14 kt	16 kt	20 kt
Beat VMG	<b>1083.5</b>	<b>894.4</b>	<b>789.0</b>	<b>742.3</b>	<b>728.9</b>	<b>726.2</b>	<b>718.5</b>
52°	<b>707.3</b>	<b>595.9</b>	<b>535.7</b>	<b>512.9</b>	<b>506.2</b>	<b>503.7</b>	<b>498.2</b>
60°	<b>667.7</b>	<b>567.1</b>	<b>518.2</b>	<b>498.5</b>	<b>491.2</b>	<b>488.2</b>	<b>484.5</b>
75°	<b>637.3</b>	<b>545.5</b>	<b>505.9</b>	<b>486.1</b>	<b>473.7</b>	<b>466.6</b>	<b>462.5</b>
90°	<b>638.3</b>	<b>534.4</b>	<b>500.0</b>	<b>482.5</b>	<b>466.3</b>	<b>451.8</b>	<b>433.4</b>
110°	<b>624.7</b>	<b>521.9</b>	<b>483.8</b>	<b>462.4</b>	<b>449.6</b>	<b>438.3</b>	<b>419.7</b>
120°	<b>640.2</b>	<b>530.4</b>	<b>487.3</b>	<b>461.4</b>	<b>437.7</b>	<b>421.9</b>	<b>400.8</b>
135°	<b>705.8</b>	<b>572.7</b>	<b>506.9</b>	<b>476.7</b>	<b>451.7</b>	<b>426.9</b>	<b>380.8</b>
150°	<b>833.4</b>	<b>664.1</b>	<b>562.2</b>	<b>506.0</b>	<b>477.9</b>	<b>454.5</b>	<b>409.1</b>
Run VMG	<b>962.4</b>	<b>766.8</b>	<b>648.7</b>	<b>574.8</b>	<b>523.5</b>	<b>489.5</b>	<b>443.8</b>

**Certificate**

Number **015/20**  
ORC Ref **03620000OLE**  
Issued On **18/08/2020**  
VPP Ver. **2020 1.02**  
Valid until **31/12/2020**

**Crew Weight**

Default **642kg**  
Maximum **550kg**  
Minimum\* **413kg**  
*\*when applied by the NoR and SI*  
Non Manual Pwr

**Special Scoring**

ToD	ToT
Non Spin GPH <b>668.3</b>	<b>0.8978</b>
Non Spin OSN <b>647.7</b>	<b>0.9263</b>

Selected Courses							
Windward / Leeward	<b>1022.9</b>	<b>830.6</b>	<b>718.8</b>	<b>658.5</b>	<b>626.2</b>	<b>607.9</b>	<b>581.2</b>
Circular Random	<b>863.4</b>	<b>697.8</b>	<b>610.0</b>	<b>560.0</b>	<b>530.3</b>	<b>511.3</b>	<b>486.7</b>
Coastal / Long Distance	<b>1016.9</b>	<b>779.3</b>	<b>648.8</b>	<b>577.0</b>	<b>540.2</b>	<b>512.2</b>	<b>465.2</b>
Non Spinnaker	<b>935.7</b>	<b>748.5</b>	<b>647.1</b>	<b>588.1</b>	<b>552.4</b>	<b>529.4</b>	<b>500.8</b>

**Sails Limitations**

Headsails	Spinnakers
<b>5</b>	<b>4</b>

**Woven Polyester**

Velocity Prediction in Knots for True Wind Speeds							
Wind Velocity	6 kt	8 kt	10 kt	12 kt	14 kt	16 kt	20 kt
Beat Angles	<b>42.8°</b>	<b>41.3°</b>	<b>40.5°</b>	<b>39.8°</b>	<b>39.4°</b>	<b>39.8°</b>	<b>39.8°</b>
Beat VMG	<b>3.32</b>	<b>4.02</b>	<b>4.56</b>	<b>4.85</b>	<b>4.94</b>	<b>4.96</b>	<b>5.01</b>
52°	<b>5.09</b>	<b>6.04</b>	<b>6.72</b>	<b>7.02</b>	<b>7.11</b>	<b>7.15</b>	<b>7.23</b>
60°	<b>5.39</b>	<b>6.35</b>	<b>6.95</b>	<b>7.22</b>	<b>7.33</b>	<b>7.37</b>	<b>7.43</b>
75°	<b>5.65</b>	<b>6.60</b>	<b>7.12</b>	<b>7.41</b>	<b>7.60</b>	<b>7.71</b>	<b>7.78</b>
90°	<b>5.64</b>	<b>6.74</b>	<b>7.20</b>	<b>7.46</b>	<b>7.72</b>	<b>7.97</b>	<b>8.31</b>
110°	<b>5.76</b>	<b>6.90</b>	<b>7.44</b>	<b>7.79</b>	<b>8.01</b>	<b>8.21</b>	<b>8.58</b>
120°	<b>5.62</b>	<b>6.79</b>	<b>7.39</b>	<b>7.80</b>	<b>8.23</b>	<b>8.53</b>	<b>8.98</b>
135°	<b>5.10</b>	<b>6.29</b>	<b>7.10</b>	<b>7.55</b>	<b>7.97</b>	<b>8.43</b>	<b>9.45</b>
150°	<b>4.32</b>	<b>5.42</b>	<b>6.40</b>	<b>7.12</b>	<b>7.53</b>	<b>7.92</b>	<b>8.80</b>
Run VMG	<b>3.74</b>	<b>4.69</b>	<b>5.55</b>	<b>6.26</b>	<b>6.88</b>	<b>7.35</b>	<b>8.11</b>
Gybe Angles	<b>145.0°</b>	<b>149.0°</b>	<b>151.0°</b>	<b>157.5°</b>	<b>180.0°</b>	<b>180.0°</b>	<b>180.0°</b>

**Class Division Length**

**CDL = 8.880**

**Storm Sails Areas**

Heavy Weather Jib **28.09**  
Storm Jib (JL=9.38) **10.41**  
Storm Trysail **11.75**

**Owner**

<b>BOAT</b>	
Name <b>Be First</b>	Sail Nr <b>CRO 725</b>
File <b>CRO725</b>	Data in <b>meters/kilograms</b>

<b>INCLINING TEST AND FREEBOARDS</b>		
Inclining Test <b>Current Inclining</b>		
Flotation date <b>07/11/2013</b>		SG <b>1.0250</b>
FFM <b>1.423</b>	FF <b>1.416</b>	SFFP <b>0.422</b>
FAM <b>1.065</b>	FA <b>1.078</b>	SAFP <b>10.320</b>
W1 <b>80.9</b>	PD1 <b>641.2</b>	WD <b>11.340</b>
W2 <b>80.9</b>	PD2 <b>640.5</b>	GSA <b>1.0</b>
W3 <b>80.9</b>	PD3 <b>641.5</b>	RSA <b>1.0</b>
W4 <b>80.9</b>	PD4 <b>642.5</b>	PLM <b>9000.0</b>
LCF from stem on CL / on sheer		<b>5.855 / 6.109</b>
Maximum beam station from stem		<b>6.761</b>
RM Measured		<b>112.6kg-m</b>
RM Default		<b>132.3kg-m</b>
Limit of positive stability / Stab.Index		<b>113.4° / 113.1</b>
Freeboard at mast at 3.950		<b>1.286</b>



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<b>RIG</b>																							
Forestay Tension <b>Aft</b>	Runners/Checkstays <b>0</b>		Spreaders <b>2</b>																				
Inner Stay <b>None Fitted</b>	Jib Furler <b>No</b>		Main Furler <b>No</b>																				
Carbon Mast <b>No</b>	Fiber Rigging <b>No</b>		Articulated Bowsprit <b>No</b>																				
<table border="0"> <tr> <td>P <b>13.980</b></td> <td>E <b>4.800</b></td> <td>MDT1 <b>0.110</b></td> <td>MW <b>0.200</b></td> </tr> <tr> <td>IG <b>14.350</b></td> <td>J <b>3.950</b></td> <td>MDL1 <b>0.200</b></td> <td>GO <b>0.220</b></td> </tr> <tr> <td>ISP <b>15.300</b></td> <td>SFJ <b>0.000</b></td> <td>MDT2 <b>0.110</b></td> <td>BD <b>0.160</b></td> </tr> <tr> <td>BAS <b>1.570</b></td> <td>SPL <b>4.440</b></td> <td>MDL2 <b>0.160</b></td> <td>MWT</td> </tr> <tr> <td>FSD <b>0.036</b></td> <td>TPS</td> <td>TL <b>0.710</b></td> <td>MCG</td> </tr> </table>				P <b>13.980</b>	E <b>4.800</b>	MDT1 <b>0.110</b>	MW <b>0.200</b>	IG <b>14.350</b>	J <b>3.950</b>	MDL1 <b>0.200</b>	GO <b>0.220</b>	ISP <b>15.300</b>	SFJ <b>0.000</b>	MDT2 <b>0.110</b>	BD <b>0.160</b>	BAS <b>1.570</b>	SPL <b>4.440</b>	MDL2 <b>0.160</b>	MWT	FSD <b>0.036</b>	TPS	TL <b>0.710</b>	MCG
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<b>MIZZEN RIG AND SAILS</b>	
N/A	

<b>PROPELLER</b>		
Installation <b>Strut</b>	PRD <b>0.410</b>	
Type <b>Folding 2 blades</b>	PBW	
Twin Screw <b>No</b>	PIPA <b>0.0034</b>	
ST1 <b>0.042</b>	ST3 <b>0.180</b>	ST5 <b>0.280</b>
ST2 <b>0.180</b>	ST4 <b>0.112</b>	EDL <b>2.508</b>

<b>COMMENTS</b>	

<b>MOVABLE BALLAST</b>	
N/A	

<b>CENTERBOARD</b>	
N/A	



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<b>SAILS (Maximum Areas)</b>									
<b>Mainsail</b>	<b>MHB</b>	<b>MUW</b>	<b>MTW</b>	<b>MHW</b>	<b>MQW</b>	<b>Area</b>	<b>Area (r)</b>	<b>Formula</b>	
	0.18	0.94	1.71	2.98	3.95	38.89	39.53	P/8 · (E + 2·MQW + 2·MHW + 1.5·MTW + MUW + 0.5·MHB)	
<b>Symmetric</b>	<b>SLU</b>	<b>SLE</b>	<b>SL</b>	<b>SHW</b>	<b>SFL</b>				
	15.31	15.31	15.31	8.12	7.80	102.78		SL · (SFL + 4·SHW) / 6	
<b>Asymmetric</b>									
Not Available									

<b>HEADSAILS</b>												
Area = 0.1125·HLU · (1.445·HLP + 2·HQW + 2·HHW + 1.5·HTW + HUW + 0.5·HHB)												
<b>HHB</b>	<b>HUW</b>	<b>HTW</b>	<b>HHW</b>	<b>HQW</b>	<b>HLP</b>	<b>HLU</b>	<b>Area</b>	<b>Btn</b>	<b>Flying</b>	<b>Meas.Date</b>	<b>Material</b>	<b>Comment</b>
0.08	0.60	1.14	2.18	3.21	4.17	13.98	30.13	No	07/11/2013	Pentex	Media	
0.10	0.51	0.96	1.87	2.83	3.78	13.69	25.97	No	07/11/2013	Pentex	J-3,5	

<b>MEASUREMENT INVENTORY</b>				
Measurer <b>Marinov</b>				
Date <b>07/11/2013</b>				
Comment				
<b>Internal Ballast total = 0.0</b>				
<b>Id</b>	<b>Item</b>	<b>Weight</b>	<b>Distance</b>	<b>VCG Description</b>
<b>Id</b>	<b>Item</b>	<b>Maker</b>	<b>Model</b>	
1	Engine	Yanmar	Yanmar	
<b>Id</b>	<b>Item</b>	<b>Weight Description</b>		

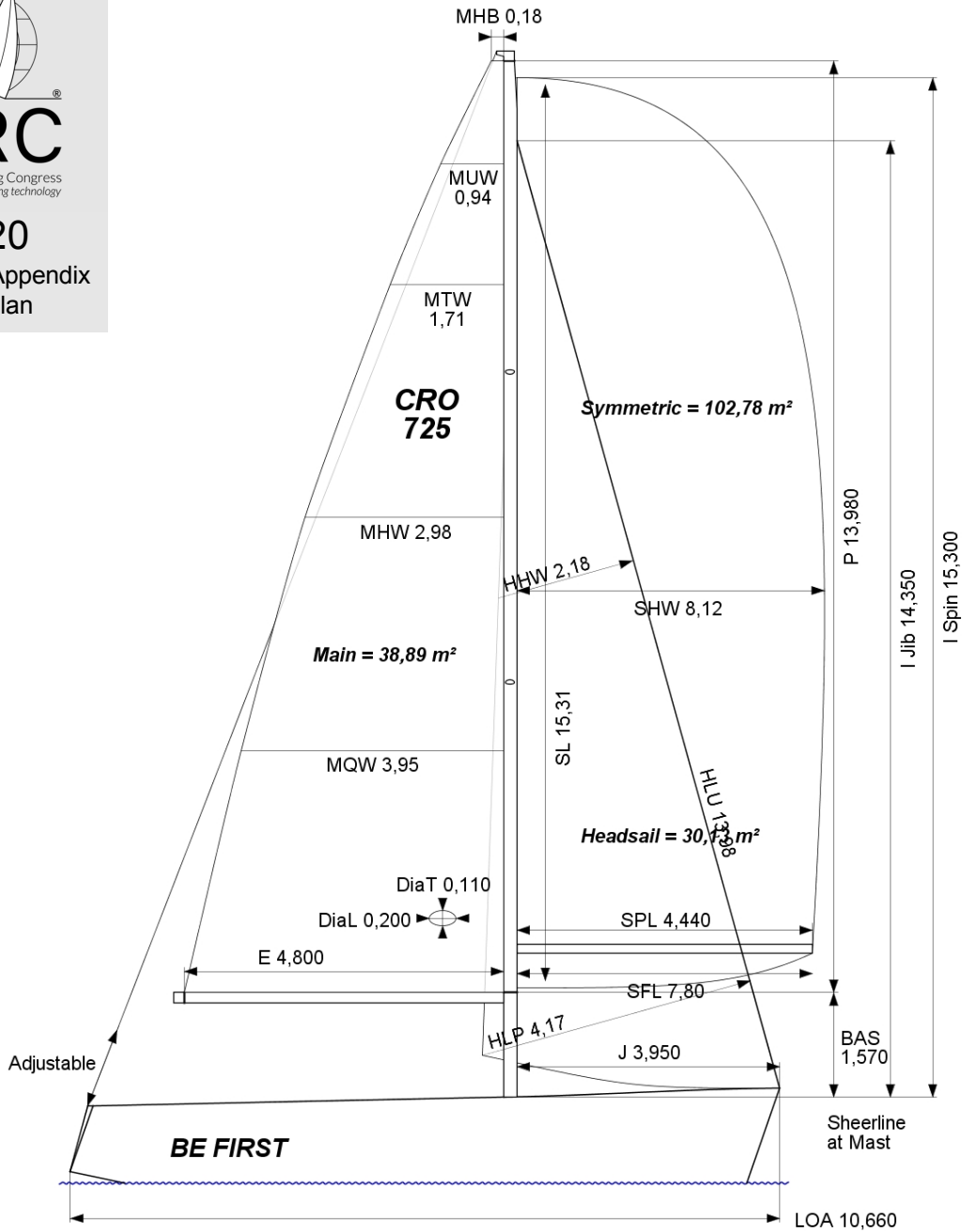
<b>MEASUREMENT INVENTORY</b>									
<b>Id</b>	<b>Item</b>	<b>Tank Use</b>	<b>Tank Type</b>	<b>Capcty</b>	<b>Dist.</b>	<b>VCG</b>	<b>Condtn</b>	<b>Description</b>	
3	Tank	Water	PVC - rem.	100.0	5.30			0-0 starboard side	
2	Tank	Water	PVC - rem.	100.0	5.30			0-0 port side	
1	Tank	Disel	Fix- PVC	75.0	8.60			75-0 centarline	
<b>Id</b>	<b>Item</b>	<b>Weight</b>	<b>Distance</b>	<b>VCG Description</b>					
2	Battery		5.30	2 x 110 Ah . service, port side					
1	Battery		6.60	1 x 75 Ah - engine, centar line					



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**SAILS INVENTORY**

**MAINSAIL (1)**

Id	MHB	MUW	MTW	MHW	MQW	Area	Measurer	Meas.Date	Manufacture	Material	Comment
1	0.18	0.94	1.71	2.98	3.95	38.90		07/11/2013	North sails	Pentex	

**HEADSAILS (2)**

Id	HHB	HUW	HTW	HHW	HQW	HLP	HLU	Ovrlp	Area	Btn	Flying	Measurer	Meas.Date	Manufacture	Material	Comment
2	0.08	0.60	1.14	2.18	3.21	4.17	13.98	106%	30.13	No			07/11/2013	North sails	Pentex	Media
1	0.10	0.51	0.96	1.87	2.83	3.78	13.69	96%	25.97	No			07/11/2013	North sails	Pentex	J-3,5

**SYMMETRIC SPINNAKERS (2)**

Id	SLU	SLE	SL	SHW	SFL	Area	Measurer	Meas.Date	Manufacture	Material	Comment
2	15.31	15.31	15.31	8.12	7.80	102.79		16/06/2010	North sails	Nylon	White
1	15.45	15.45	15.45	7.80	7.80	100.43		12/03/2009	North sails	Nylon	Red

**ASYMMETRIC SPINNAKERS (0)**

Id	SLU	SLE	SL	SHW	SFL	Area	Kind	Measurer	Meas.Date	Manufacture	Material	Comment
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